

ROUTING AND TRANSMITTAL SLIP

6 Apr 87

TO: (Name, office symbol, room number,
building, Agency/Post)

Initials

Date

1. MS/DA

107 APR 1987

2. EXA/DDA

8 APR 1987

3. ADDA

8 APR 1987

4. DDA

9 APR 1987

5. DDA/Registry

Action	File	Note and Return
Approval	For Clearance	Per Conversation
As Requested	For Correction	Prepare Reply
Circulate	For Your Information	See Me
Comment	Investigate	Signature
Coordination	Justify	

REMARKS

*I hope the same logic does
not prevail when + if we attempt this
on the Hgs compound. i.e. Moral, economic
etc.*

18

DO NOT use this form as a RECORD of approvals, concurrences, disposals,
clearances, and similar actions

FROM: (Name, org. symbol, Agency/Post)

Room No.—Bldg.

Phone No.

5041-102

☆ U.S. GPO: 1986-491-247/40012

OPTIONAL FORM 41 (Rev. 7-76)

Prescribed by GSA
FPMR (41 CFR) 101-11.206

ROUTING AND RECORD SHEET

DDA/REG
LOGGEDSUBJECT: (Optional) Feasibility of End-to-End Parking at the
Chamber of Commerce BuildingFROM: John M. Ray
Director of Logistics

EXTENSION

NO.

OL 13040-87

DATE

3 April 1987

TO: (Officer designation, room number, and
building)

DATE

RECEIVED

FORWARDED

OFFICER'S
INITIALSCOMMENTS (Number each comment to show from whom
to whom. Draw a line across column after each comment.)1. DDA
7D24 Hqs

9 APR 1987

JMR

This is to advise that I do
not believe it would be worthwhile
to experiment with stacked parking
at the Chamber of Commerce Building

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15.

John M. Ray

Attachment

45-13

1 APR 1987

MEMORANDUM FOR: Director of Logistics

STAT

FROM:

Chief, Real Estate and Construction Division, OL

SUBJECT:

Feasibility of End-to-End Parking at the
Chamber of Commerce Building

1. As requested, Real Estate and Construction Division (RECD) has conducted a parking survey at the Chamber of Commerce Building (CofC) to determine the feasibility of end-to-end or "stacked" parking. This survey included a physical inspection and assessment of present parking spaces at CofC by Ogden Allied Building Services (Allied), and analysis of Allied's findings by RECD.

2. Shown below is a summary of the survey findings:

		Present Setup	Stacked Parking	Increase	
				Amount	Percent
STAT	Number of parking spaces				
	Comparative monthly costs:				
	Total cost*				
	Cost per space				
	First year costs:				
	Non-recurring**				
STAT	Recurring				
	Total				

Notes:

*Increases estimated under the stacked parking concept include: labor and associated costs for two additional attendants, \$500 per month liability insurance premium, and \$1,380 per month additional to Dominion Management for the added spaces not covered under the present lease.

**Non-recurring costs include: three each ticket machines, \$12,300; key control box, \$200; and telephone installation, \$1,500.

OL 13040-87

ADMINISTRATIVE - INTERNAL USE ONLY

ADMINISTRATIVE - INTERNAL USE ONLY

SUBJECT: Feasibility of End-to-End Parking at the
Chamber of Commerce Building

3. While stacked parking at CofC is technically feasible, this concept has inherent drawbacks which outweigh the advantages of obtaining spaces through this approach.

- STAT
- STAT
- a. The additional spaces or percent increase that could be gained is marginal when compared with the added cost of annually. Although the average cost per space with stacked parking would be approximately \$45.00 per month, we would effectively be paying \$79.00 per month for each of the added spaces versus the going rate in the area of \$35.00 to \$45.00.
 - b. The inconvenience occasioned by "attendant parking" of vehicles would have a negative effect on employee morale, and the "waiting time" for retrieval of vehicles could be significant at peak periods when large numbers of employees exit the building at the same time.

4. Stacked parking is not an attractive alternative to acquiring additional space through other satellite parking facilities in the area.

STAT